

**Multi-Position Fenders**

**Background of the Invention**

**Field of the Invention**

5                   The invention relates to a fender for a vehicle. More particularly, the invention relates to a fender for an all terrain vehicle that may be configured in multiple positions.

**Description of Related Art**

                  Fenders and their use on vehicles are well known. In particular, fenders  
10               commonly are used on vehicles intended for travel off-road, such as ATV or all-terrain vehicles. Fenders typically serve as obstructions. For example, on an ATV, fenders may be used for example to block debris kicked up by the wheels, to act as a barrier to prevent a rider's feet from contacting the tires or other moving parts of the vehicle, etc.

                  Conventionally, fenders are incorporated into the body of the vehicle.  
15               Commonly, they are an integral part of the vehicle body. That is, the fender is continuous with the body, rather than being a separate piece. Even when conventional fenders are constructed as separate pieces from the vehicle body, they often are attached permanently to the vehicle, or at least in such a way that they cannot be removed or adjusted without considerable difficulty.

20                   This conventional arrangement presents a number of disadvantages.

                  In certain circumstances it may be desirable to remove fenders from a vehicle. For example, the total weight of the vehicle is especially important for racing vehicles. The absence of fenders normally does not impair the basic functionality of a vehicle, i.e. it still can be operated. Therefore, when racing, it may be preferred to  
25               remove the fenders in order to minimize the weight of the vehicle, and thereby enhance its performance.

                  Likewise, in some circumstances it may be desirable to change the position of the fenders on a vehicle. The optimum position for a vehicle fender may vary, depending on a variety of factors. For example, with regard to their use as shields

against debris kicked up by the wheels, the optimum position of the fenders may vary depending on the terrain that is being traversed, e.g. snow, mud, sand, gravel, etc.

Similarly, with regard to their use as a barrier between a vehicle operator or passenger and the wheels or other moving parts, the preferred position of the fenders may vary

5 depending on the number of persons on the vehicle, their height, weight, etc.

Furthermore, it may be necessary to replace the fenders of a vehicle.

Fenders may be damaged by rough terrain, impacts with hazards such as brush, trees, rocks, etc. In ATVs and other vehicles that are intended for use in difficult terrain, this is of particular concern. Conventionally, replacing the fenders on a vehicle is possible

10 only if entire body panels are replaced. Often the body panels that incorporate conventional fenders are significantly larger than the fenders themselves. In some instances, the vehicle body may consist of a single integral piece of material, so that replacing a fender requires replacement of the entire vehicle body. Replacing large sections of a vehicle body when only the fender is actually in need of replacement may  
15 be inefficient, time-consuming, and/or expensive.

In addition, fenders that are incorporated as an integral part of the vehicle body normally must be made of the same material as the rest of the body. Thus, if a fender of a stronger material is desired, it may be necessary to use that material in the rest of the body as well. This may be disadvantageous for reasons such as cost,

20 weight, etc.

Also, forming a vehicle body as a single piece may be disadvantageous regardless of the materials used. For example, the molds, dies, or other tooling used to produce the body generally become larger and more expensive as the body becomes larger and more complex. Thus, reducing the size of the panel or panels making up the  
25 body may reduce the cost and difficulty of producing the body.

Fenders that are permanently or semi-permanently attached to a vehicle, as is conventional, cannot readily be adjusted, removed, or replaced to address disadvantages such as those described above.

As a further matter, conventional fenders generally are made to be

30 attached to only a single location on a vehicle. Thus, even if a conventional fender were

secured in such a way as to be removable, it could not be readily adjusted or moved to other positions on the vehicle.

Thus, in order to produce a vehicle having variations wherein the fenders in different positions, it is conventionally necessary to produce unique fenders for each position. For example, if it were desired to operate a vehicle with the fenders at one height when traveling on sand, and at a different height when traveling on mud, two separate sets of fenders would have to be manufactured. To change fender positions after delivery of the vehicle, it would be necessary to remove the old fenders, and mount a second set of fenders in the new position. Furthermore, even if the fenders are not made to be removable after delivery, with such an arrangement it would be necessary for the vehicle's manufacturer to produce several different fender designs for each type of vehicle.

### **Summary of the Invention**

It is the purpose of the present invention to overcome these difficulties, thereby providing an improved vehicle fender that may be readily attached, removed, repositioned, and replaced. It is also the purpose of the present invention to provide a fender that is distinct from the remainder of the vehicle body.

An exemplary embodiment of a fender in accordance with the principles of the claimed invention includes a fender body. The fender also includes one or more mounting assemblies, as follows. The fender may include a first mounting assembly for removably engaging the fender body with a vehicle in a first position relative to the vehicle. The fender may include a second mounting assembly for removably engaging the fender body with the vehicle in a second position relative to the vehicle. The fender may include both the first and the second mounting assemblies described above. Finally, the fender may include a common mounting assembly for removably engaging the fender body with the vehicle in either the first or the second position.

The mounting assemblies may include a bracket disposed between the fender body and the vehicle. The first mounting assembly, second mounting assembly, and common mounting assembly may include a first bracket, a second bracket, and a

common bracket respectively. Alternatively, the first and second mounting assemblies may include a common bracket that is used in both the first and second assemblies.

5 The mounting assemblies may include connectors for engaging the fender body with the vehicle. The first mounting assembly, second mounting assembly, and common mounting assembly may include first connectors, second connectors, and common connectors respectively. Alternatively, the first and second mounting assemblies may include common connectors that are used in both the first and second mounting assemblies.

10 The connectors may be quick release connectors. The connectors may be sacrificial break-away connectors, adapted to break more readily than the fender and/or the remainder of the mounting assembly.

The first and second positions of the fender body may be spaced apart vertically from one another.

15 An exemplary embodiment of a vehicle in accordance with the principles of the claimed invention includes the fender as described above.

The vehicle may include a first location for engaging the fender body when the fender body is in the first position, and a second location for engaging the fender body when the fender body is in the second position. One location may be on the vehicle's suspension, and one location may be on the vehicle's frame.

20 An exemplary embodiment of a kit for a vehicle fender in accordance with the principles of the claimed invention includes the fender body as described above. The kit also includes either the first mounting assembly and the second mounting assembly, or the common mounting assembly. The kit may also include instructions for engaging and/or disengaging the fender body in its various positions with the appropriate mounting assemblies.

25 An exemplary method for connecting a fender to a vehicle in accordance with the principles of the claimed invention includes removably engaging a fender body with the vehicle in one of at least a first position and a second position relative to a vehicle using a mounting assembly so as to dispose the fender body in the selected position.

The mounting assembly may include a first mounting assembly for removably engaging the fender body with a vehicle in a first position relative to the vehicle. Alternatively, the mounting may include a second mounting assembly for removably engaging the fender body with the vehicle in a second position relative to the vehicle. The mounting assembly may include the first mounting assembly and the second mounting assembly. As a further alternative, the mounting assembly may include a common mounting assembly for removably engaging the fender body with the vehicle in the first and second positions.

The mounting assemblies may include a bracket disposed between the fender body and the vehicle. The first mounting assembly, second mounting assembly, and common mounting assembly may include a first bracket, a second bracket, and a common bracket respectively. Alternatively, the first and second mounting assemblies may include a common bracket that is used in both the first and second assemblies.

The mounting assemblies may include connectors for engaging the fender body with the vehicle. The first mounting assembly, second mounting assembly, and common mounting assembly may include first connectors, second connectors, and common connectors respectively. Alternatively, the first and second mounting assemblies may include common connectors that are used in both the first and second mounting assemblies.

The connectors may be quick release connectors. The connectors may be sacrificial break-away connectors, adapted to break more readily than the fender and/or the remainder of the mounting assembly.

The first and second positions of the fender body may be spaced apart vertically from one another.

The method may include engaging the fender body at a first location on the vehicle to dispose the fender body in the first position, and engaging the fender body at a second location on the vehicle to dispose the fender body in the second position. One location may be on the vehicle's suspension, and one location may be on the vehicle's frame.

Before the fender body is engaged with the vehicle, the fender body may already be engaged with the vehicle in the first position. In the first position, the mounting assembly may be the first mounting assembly, the first and second assemblies, or the common mounting assembly. In this case, the method further  
5 includes disengaging the fender body from the vehicle so as to remove it from the first position relative to the vehicle. The fender is engaged to the vehicle with the mounting assembly so as to dispose the fender body in the second position relative to the vehicle. In the second position, the mounting assembly may be the second mounting assembly, the first and second assemblies, or the common mounting assembly. In this fashion, the  
10 fender is moved from the first position to the second position.

Before the fender body is engaged with the vehicle, an original fender body may already be engaged with the vehicle. In this case, the method further includes disengaging the original fender body from the vehicle so as to remove the original fender body from its position, and engaging the vehicle and the fender body with the  
15 mounting assembly so as to dispose the fender body in that position. In this fashion, the fender body replaces the original fender body.

### **Brief Description of the Drawings**

Like reference numbers generally indicate corresponding elements in the figures.

20 Figure 1 is a perspective illustration of a portion of an exemplary vehicle without fenders.

Figure 2 is a perspective illustration of the vehicle of Figure 1, with fenders in accordance with the principles of the present invention, shown with front and rear fenders in a low position.

25 Figure 3 is a perspective illustration of the vehicle of Figure 1, shown with the front and rear fenders in a high position.

Figure 4 is a perspective illustration of the vehicle of Figure 1, shown with the front fenders in a high position and the rear fenders in a low position.

Figure 5 is a perspective illustration of the vehicle of Figure 1, shown with the front fenders in a low position and the rear fenders in a high position.

Figure 6 is a schematic cross section of a front portion of an exemplary vehicle, with front fenders in a low position.

5                    Figure 7 is a schematic cross section of the vehicle in Figure 6 with front fenders in a high position.

Figure 8 is a schematic cross section of an exemplary vehicle showing front fenders in high and low positions with a common mounting assembly.

10                  Figure 9 is a schematic cross section of an exemplary vehicle showing front fenders in high and low positions with a high and low mounting assemblies having a common bracket.

Figure 10 is a schematic cross section of an exemplary vehicle showing front fenders in high and low positions with a high and low mounting assemblies having common connectors.

15                  Figure 11 is a schematic cross section of an exemplary vehicle showing front fenders in high and low positions with a high and low mounting assemblies simultaneously engaged therewith.

Figure 12 is an enlarged view of one of the fenders in Figure 6.

Figure 13 is an enlarged view of one of the fenders in Figure 7.

20                  Figure 14 is an enlarged view of one of the fenders in Figure 8.

Figure 15 is an enlarged view of another of the fenders in Figure 8.

Figure 16 is an enlarged view of one of the fenders in Figure 9.

Figure 17 is an enlarged view of another of the fenders in Figure 9.

Figure 18 is an enlarged view of one of the fenders in Figure 10.

25                  Figure 19 is an enlarged view of another of the fenders in Figure 10.

Figure 20 is an enlarged view of one of the fenders in Figure 11.

Figure 21 is an enlarged view of another of the fenders in Figure 11.

Figure 22 is a schematic cross section of a front portion of an exemplary vehicle with a common mounting location, with front fenders in a low position.

Figure 23 is a schematic cross section of a front portion of an exemplary vehicle with a common mounting location, with front fenders in a high position.

Figure 24 is a schematic cross section of a front portion of an exemplary vehicle, with front fenders in a high position, further including an additional bracket  
5 engaged with the vehicle body.

Figure 25 is a schematic cross section of a front portion of an exemplary vehicle, with front fenders in a high position, wherein the bracket further engages with the vehicle body.

Figure 26 is a schematic cross section of an exemplary vehicle showing  
10 front fenders in a low position with a high and low mounting assemblies simultaneously engaged therewith, and an additional bracket for engagement with the vehicle body.

Figure 27 is a schematic cross section of an exemplary vehicle showing front fenders in a low position with a high and low mounting assemblies simultaneously engaged therewith, the high bracket being adapted for engagement with the vehicle  
15 body.

Figure 28 is an enlarged view of one of the fenders in Figure 24.

Figure 29 is an enlarged view of one of the fenders in Figure 25.

### **Detailed Description of the Preferred Embodiment**

Figure 1 shows an exemplary vehicle 10. The vehicle 10 includes a  
20 frame 12, front wheels 22A and 22B, rear wheels 48A and 48B, and front and rear suspension 20 and 48. No fenders are illustrated thereon. Figure 1 thus shows a neutral reference configuration, for comparison with Figures 2-5.

However, Figure 1 is not only a neutral reference.

In conventional vehicles that have fenders thereon, those fenders cannot  
25 readily be removed. In contrast, as described below, the present invention facilitates the addition, removal, replacement, and movement of fenders on a vehicle. Thus, it may be difficult or impossible to configure a conventional vehicle so that it is as shown in Figure 1. For example, the fenders of such a conventional vehicle may not be removable. However, a vehicle with fenders in accordance with the principles of the



present invention may be readily configured as shown in Figure 1. Thus, Figure 1 represents one of several configurations possible for an exemplary vehicle with fenders in accordance with the principles of the present invention, in particular a configuration that may not be readily achievable on a conventional vehicle. As such, Figure 1 is not  
5 presented as prior art.

Figure 2 shows the vehicle of Figure 1 with front fender bodies **14A** and **14B** and rear fender bodies **28A** and **28B**. As illustrated, all of the fender bodies **14A**, **14B**, **28A**, and **28B** are relatively close to their respective wheels **22A**, **22B**, **48A**, and **80B**. This arrangement is referred to herein as the low position.

10 Figure 3 shows the vehicle of Figure 1 with the fender bodies **14A**, **14B**, **28A**, and **28B** relatively distant from their respective wheels **22A**, **22B**, **48A**, and **80B**. This arrangement is referred to herein as the high position.

Thus, as shown in Figures 2 and 3, the fender bodies **14A**, **14B**, **28A**, and **28B** may be connected to the vehicle **10** such that they are disposed in different  
15 positions. Although the fender bodies **14A**, **14B**, **28A**, and **28B** are shown in two specific positions, high and low, this is exemplary only. More generally, the fender bodies **14A**, **14B**, **28A**, and **28B** may be described as being movable between first and second positions, without specifying the particular positions.

For example, although the high and low positions shown differ from one  
20 another in terms of the height of the fender bodies **14A**, **14B**, **28A**, and **28B** above their respective wheels **22A**, **22B**, **48A**, and **80B**, this is exemplary only. For example, for certain embodiments it may be suitable to facilitate positioning of the **14A**, **14B**, **28A**, and **28B** at different lateral positions, at different positions along the length of the vehicle, at different angles, etc.

25 Furthermore, although for simplicity the fender bodies **14A**, **14B**, **28A**, and **28B** are described and illustrated herein as being movable between exactly two positions, this is exemplary only. In other embodiments, the fender bodies **14A**, **14B**, **28A**, and **28B** may be adjustable between three or more positions.

As illustrated in Figures 2 and 3, when the front fender bodies **14A** and  
30 **14B** are in their low position, the front fender bodies **14A** and **14B** are engaged with the

front suspension **20** of the vehicle **10**. Similarly, when the rear fender bodies **28A** and **28B** are in their low position, the rear fender bodies **28A** and **28B** are engaged with the rear suspension **29** of the vehicle **10**.

5 It is noted that when fender bodies **14A**, **14B**, **28A**, **28B** are to be engaged with the suspensions **20**, **29** of a vehicle **10**, they should be engaged in such a fashion as not to interfere with the operation of the suspensions **20**, **29**. That is, the fender bodies **14A**, **14B**, **28A**, **28B** should not inhibit the necessary movement, support functions, shock absorption, etc. of the suspensions **20**, **29** due to their engagement therewith.

10 The precise manner in which the fender bodies **14A**, **14B**, **28A**, **28B** may advantageously be engaged without interfering with the suspensions **20**, **29** of a given embodiment of a vehicle **10** will vary from depending upon the specific arrangement of the vehicle **10** in general, and the fender bodies **14A**, **14B**, **28A**, **28B** and suspensions **20**, **29** in particular. For example, for certain embodiments, the fender bodies **14A**,  
15 **14B**, **28A**, **28B** may be clamped or similarly mounted to the respective suspension arms of the suspensions **20**, **29**. However, such an arrangement is exemplary only, and other arrangements may be equally suitable.

In addition, when the front fender bodies **14A** and **14B** are in their high position, the front fender bodies **14A** and **14B** are engaged with the vehicle frame **12**.  
20 Similarly, when the rear fender bodies **28A** and **28B** are in their high position, the rear fender bodies **28A** and **28B** are engaged with the vehicle frame **12**.

However, such arrangements are exemplary only. For certain embodiments, it may be equally suitable to dispose the fender bodies **14A**, **14B**, **28A**, and **28B** at other locations instead of or in addition to those shown.

25 In addition, the fender bodies **14A**, **14B**, **28A**, and **28B** may be engaged with the vehicle at more than one location. For example, even when the fender bodies **14A**, **14B**, **28A**, and **28B** are engaged with the vehicle frame **12** when they are in their respective high positions as described above, they may also be engaged with the vehicle body **11**. It is noted that the arrangements shown in Figures 3-5 do not exclude such  
30 engagement with the vehicle body **11**, though details of such engagement may not be

readily visible therein. However, engagement of the fender bodies **14A**, **14B**, **28A**, and **28B** with the vehicle body **11** is described and illustrated elsewhere herein.

Furthermore, as described below, in certain embodiments it may be possible to move the fender bodies **14A**, **14B**, **28A**, and **28B** from one position to another without changing the location on the vehicle **10** at which they engage the vehicle **10**, e.g. by using brackets of different shapes and/or sizes.

Figure 4 shows the vehicle of Figure 1 with front fender bodies **14A** and **14B** in their high position, and rear fender bodies **28A** and **28B** in their low position. Contrariwise, Figure 5 shows the vehicle of Figure 1 with front fender bodies **14A** and **14B** in their low position, and rear fender bodies **28A** and **28B** in their high position. As may be seen, it is not necessary for all of the fender bodies **14A**, **14B**, **28A**, and **28B** to be disposed in the same position.

As may be seen from Figures 2-5, the fender bodies **14A**, **14B**, **28A**, and **28B**, being separate from the vehicle body as a whole, conveniently may be constructed as individual pieces.

In addition, since the fender bodies **14A**, **14B**, **28A**, and **28B** are not required to be integral with the vehicle body as a whole, the fender bodies **14A**, **14B**, **28A**, and **28B** may be made of different material than the vehicle body. Indeed, the fender bodies **14A**, **14B**, **28A**, and **28B** may be made of different materials from one another, as well. Likewise, the fender bodies **14A**, **14B**, **28A**, and **28B** may have different colors, textures, rigidity, thickness, etc. among themselves and as compared with the vehicle body.

As described above, Figures 1-5 are perspective views of an exemplary vehicle **10** with fender bodies **14A**, **14B**, **28A**, and **28B** arranged in different positions (high and low). Figures 6-10 show a similar vehicle **10** and its associated fender bodies **14A**, **14B**, **28A**, and **28B** in a simplified schematic form. This is done to show clearly an exemplary arrangement by which the fender bodies **14A**, **14B**, **28A**, and **28B** may be made to be movable between two or more positions.

One way in which the fender bodies **14A**, **14B**, **28A**, and **28B** may be moved from one position to another on the vehicle **10** is by moving the point at which

they engage the vehicle **10** from one location to another, as may be seen by a comparison of Figures 6 and 7.

It is noted that the terms "location" and "position" are not used interchangeably herein.

5               As used herein, "location" refers to a point or points on the vehicle **10** at which the fender bodies **14A**, **14B**, **28A**, and **28B** may be engaged, either directly or indirectly (e.g. via a bracket, as described below). In the exemplary embodiment described herein, there are first locations **16A** and **16B** and second locations **24A** and **24B** for the front fender bodies **14A** and **14B**.

10              In contrast, the term "position" is used herein to describe a point or points at which the fender bodies **14A**, **14B**, **28A**, and **28B** may be disposed. For example, as illustrated in Figures 1-5 each of the fender bodies **14A**, **14B**, **28A**, and **28B** may be arranged in either a high position or a low position.

              Thus, position refers to where the fender bodies **14A**, **14B**, **28A**, and **28B**  
15   are, and location refers to where on the vehicle **10** the fender bodies **14A**, **14B**, **28A**, and **28B** are attached.

              However, although for some embodiments a change in the position of the fender bodies **14A**, **14B**, **28A**, and **28B** may be accomplished by changing the location at which the fender bodies **14A**, **14B**, **28A**, and **28B** engage the vehicle **10**, this is  
20   exemplary only. Other arrangements, including but not limited to those described below, may be equally suitable.

              Returning to Figure 6, a cross-section of a vehicle **10** is shown therein. The cross section is taken across the front portion of the vehicle **10**, so as to show front fenders **13A** and **13B**. Each front fender **13A**, **13B** includes a front fender body  
25   **14A**, **14B**, and at least one mounting assembly as described in greater detail below.

              Although only the front fenders **13A**, **13B**, including the front fender bodies **14A**, **14B** and their mounting assemblies, are shown in Figures 6-10, the rear fenders and their respective fender bodies **28A** and **28B** may be arranged in a similar fashion, and the following discussion as to the arrangement of the front fender bodies  
30   **14A** and **14B** therefore may be applied similarly to the rear fender bodies **28A** and **28B**.

As may be seen in Figure 6, the vehicle **10** includes low mounting locations **16A** and **16B** at which the fender bodies **14A** and **14B** may engage the vehicle **10**. The vehicle **10** also includes high mounting locations **24A** and **24B** at which the fender bodies **14A** and **14B** may engage the vehicle **10**.

5                   In Figure 6, the fender bodies **14A** and **14B** are engaged with the vehicle **10** at the low mounting locations **16A** and **16B**. As may be seen, the front fender bodies **14A** and **14B** are disposed relatively close to their respective wheels **22A** and **22B**. Thus, their positions correspond to the low position shown in Figures 2 and 5.

10                   In the exemplary arrangement shown in Figure 6, a low mounting assembly **30A**, **30B** is disposed between each of the fender bodies **14A**, **14B** and its respective first location **16A**, **16B**. The low mounting assemblies **30A**, **30B** engage the fender bodies **14A**, **14B** and the low mounting locations **16A**, **16B**, such that the fender bodies **14A**, **14B** engage the low mounting locations **16A**, **16B** thereby, and the fender bodies **14A** and **14B** are in their low positions.

15                   Figure 7 shows the vehicle of Figure 6, with the fender bodies **14A** and **14B** engaged with the vehicle **10** at the high mounting locations **24A** and **24B**. In this configuration, the fender bodies **14A** and **14B** are disposed relatively far above their respective wheels **22A** and **22B**, so that their positions correspond to the high position shown in Figures 3 and 4.

20                   In the arrangement shown in Figure 7, a high mounting assembly **50A**, **50B** is disposed between each of the fender bodies **14A**, **14B** and its respective high mounting location **24A**, **24B**. The arrangement of the high mounting assemblies **50A** and **50B** is similar to that of low mounting assemblies **30A** and **30B**. That is, the high mounting assemblies **50A**, **50B** engage the fender bodies **14A**, **14B** and the high  
25 mounting locations **24A**, **24B**, such that the fender bodies **14A**, **14B** engage the high mounting locations **24A**, **24B** thereby, and the fender bodies **14A**, **14B** are disposed in their high positions.

30                   Thus in the arrangement shown in Figures 6 and 7, the fender bodies **14A** and **14B** use one type of mounting assembly **30A**, **30B** for the low position, and another type of mounting assembly **50A**, **50B** for the high position.

Figures 12 and 13 show greater detail regarding the engagement of the fender bodies **14A**, **14B** as illustrated in Figures 6 and 7.

As may be seen from Figure 12, in the exemplary embodiment shown the low mounting assembly **30B** includes a low bracket **32B** disposed between the  
5 fender body **14B** and the low mounting location **16B**. Thus, in the low position the fender body **14B** is engaged with the vehicle **10** via the low bracket **32B**.

Similarly, as may be seen from Figure 13, the high mounting assembly **50B** includes a high bracket **52B** disposed between the fender body **14B** and the high mounting location **24B**. Thus, in the high position the fender body **14B** is engaged with  
10 the vehicle **10** via the high bracket **52B**.

Returning to Figure 12, the exemplary low mounting assembly **30B** therein also includes low connectors **34B**, both for connecting the fender body **14B** with the low bracket **32B** and for connecting the low bracket **32B** to the vehicle **10** at the low mounting location **16B**. Thus, in the low position the fender body **14B** is engaged with  
15 the vehicle **10** using the low connectors **34B**.

Similarly, the high mounting assembly **50B** shown in Figure 13 also includes high connectors **54B**, both for connecting the fender body **14B** with the high bracket **52B** and for connecting the high bracket **52B** to the vehicle **10** at the high mounting location **24B**. Thus, in the high position the fender body **14B** is engaged with  
20 the vehicle **10** using the high connectors **54B**.

In the arrangement shown in Figures 6 and 7, one or both of the fender bodies **14A**, **14B** can be moved from the low position to the high position as follows. The fender bodies **14A**, **14B** are disengaged from the low mounting locations **16A**, **16B** by removing the low mounting assemblies **30A**, **30B** from both the fender bodies **14A**,  
25 **14B** and the low mounting locations **16A**, **16B**. The fender bodies **14A**, **14B** are then engaged with the high mounting locations **24A**, **24B** using the high mounting assemblies **50A**, **50B**.

More specifically, as may be understood by a comparison of Figures 12 and 13, fender body **14B** can be moved from its low position to its high position by  
30 disengaging the low connectors **34B**, disengaging the low bracket **32B** from the low

position **16B**, engaging the high bracket **54B** in the high position **24B**, and engaging the high connectors **54B**.

Similarly, the fender body **14B** can be moved from the high position to the low position by reversing the process described above.

5                   In addition, a fender body **14B** in the low position can be replaced by disengaging the low connectors **34B**, disengaging the low bracket **32B** from the fender body **14B**, engaging a new fender body **14B** with the low bracket **32B**, and engaging the low connectors **34B**. A similar process may be used to replace a fender body **14B** in the high position.

10                   It will also be apparent from the preceding description that a fender body **14B** may be installed by following a process similar to that described above, without the need for first removing a fender body **14** and/or mounting assembly.

                  As shown in Figures 12 and 13, the connectors **34B**, **54B** are bolts and/or nuts disposed in holes in the fender body **14B** and/or brackets **32B**, **52B**. However, this  
15 is exemplary only. Other connectors may be equally suitable, including but not limited to clamps, spring clips, locking pins, etc. In particular, connectors that do not require holes in the fender body **14B** and/or brackets **32B**, **52B** may be suitable for some embodiments.

                  The connectors **34B**, **54B** may be quick release connectors. For  
20 example, the connectors **34B**, **54B** may be sacrificial break-away connectors, such that some portion of the connectors **34B**, **54B** bends or breaks more readily than the fender body **14A**, **14B** and/or the remainder of the mounting assembly **30A**, **30B**, **50A**, **50B**. With such an arrangement, potentially damaging impacts to the fenders or their respective mounting assemblies, i.e. due to contact with trees, brush, etc., may be  
25 avoided, since the connectors will break first. Thereby, repairs to or replacement of the mounting assemblies and/or the fenders as a whole may be avoided.

                  Also as shown in Figures 12 and 13, the vehicle **10** may include structures on the vehicle **10** itself for facilitating the engagement of the fender body **14B** therewith, referred to herein as supports **18B**, **26B**. In Figure 12, a low support **18B** is  
30 provided in the form of a hole drilled into the suspension **20** at the low mounting

location **16B** for receiving a low connector **34B** therein. Similarly, a high support **26B** is provided in the form of a hole drilled into the frame **12** at the high mounting location **24B** for receiving a high connector **54B** therein.

5 However, the supports **18B**, **26B** as shown are exemplary only. Other supports may be equally suitable, including but not limited to pins extending from the vehicle, reinforced areas on the vehicle, etc. In particular, supports that do not require holes in the vehicle **10** may be suitable for some embodiments. Furthermore, supports **18B**, **26B** may not be present at all in some embodiments.

10 In addition, the overall arrangement shown in Figures 6 and 7, and shown in greater detail in Figures 12 and 13, is exemplary only.

In Figures 6, 7, 12, and 13, the fender body **14B** is disposed in either the low or the high position by using two different mounting assemblies **30B** and **50B**. Each of the mounting assemblies **30B**, **50B** has a unique bracket **32B**, **52B** and a unique set of connectors **34B**, **54B**. Each mounting assembly **30B**, **50B** is completely removed  
15 from the fender body **14B** when the fender body **14B** is arranged at a position other than the one for which the respective mounting assembly **30B**, **50B** is used. Furthermore, each of the mounting assemblies **30B**, **50B** engages the fender body **14B** with the vehicle **10** at a different location **16B**, **24B**.

20 However, other arrangements may be equally suitable. For example, a common mounting assembly **70** may be used to engage the fender bodies **14A**, **14B** at both their low and high positions.

Alternatively, the mounting assemblies **30B**, **50B** may include one or more components that are common to both, and that are used engage the fender bodies **14A**, **14B** at both their low and high positions.

25 Additionally, the fender bodies **14A**, **14B** may include two complete mounting assemblies **30B**, **50B**, one for their respective high positions and one for their low positions, that both remain in place regardless of which position the fender bodies **14A**, **14B** are in, even if only one at a time is used to engage the fender bodies **14A**, **14B** with the vehicle **10** at any given time.

30 These arrangements are described more fully below.



As noted previously, in another embodiment in accordance with the principles of the present invention, each fender **13A**, **13B** may include a common mounting assembly **70A**, **70B** for engaging the fender bodies **14A**, **14B** with the vehicle **10** in both the low and the high positions.

5                   Figure 8 shows a cross-section of a vehicle **10**, taken across the front portion of the vehicle **10** so as to show the front fenders **13A** and **13B**. Each of the front fender **13A**, **13B** includes a front fender body **14A**, **14B**. As may be seen, the vehicle **10** includes low mounting locations **16A** and **16B** and high mounting locations **24A** and **24B** at which the fender bodies **14A** and **14B** may be engaged with the vehicle **10**. In  
10                   the embodiment shown, the low mounting locations **16A** and **16B** are similar to those in Figures 6 and 7. However, the high mounting locations **24A** and **24B** are arranged differently, being defined at the ends of L-shaped arms on either side of the frame **12**.

                    For comparison purposes, the vehicle **10** of Figure 8 is shown with fender bodies **14A**, **14B** located in both the low and the high positions. However, in  
15                   practice the vehicle **10** will not necessarily have fender bodies **14A**, **14B** at both the low and the high positions at any given time.

                    As may be seen, identical common mounting assemblies **70A**, **70B** are used to engage the fender bodies **14A**, **14B** with the vehicle **10** in both the low and the high positions. With the common mounting assemblies **70A**, **70B** disposed between the  
20                   fender bodies **14A**, **14B** and their respective low mounting locations **16A**, **16B**, the fender bodies **14A**, **14B** are in their low positions. With the same common mounting assemblies **70A**, **70B** disposed between the fender bodies **14A**, **14B** and their high mounting locations **24A**, **24B**, the fender bodies **14A**, **14B** are in their high positions.

                    Figures 14 and 15 show greater detail regarding the engagement of the  
25                   fender bodies **14A**, **14B** as illustrated in Figure 8.

                    Figure 14 shows greater detail regarding the engagement of the fender bodies **14A**, **14B** with the vehicle **10** in their low positions as illustrated in Figure 8. As shown, the common mounting assembly **70B** includes a common bracket **72B** disposed between the fender body **14B** and the low mounting location **16B**. Thus, in the low

position the fender body **14B** is engaged with the vehicle **10** via the common bracket **72B**.

Similarly, Figure 15 shows details of the engagement of the fender bodies **14A**, **14B** with the vehicle **10** in their low positions as illustrated in Figure 8.

5           The same common mounting assembly **70B** again includes a common bracket **72B** disposed between the fender body **14B** and the high mounting location **24B**. Thus, in the high position the fender body **14B** also is engaged with the vehicle **10** via the same common bracket **72B** as in the low position.

Returning to Figure 14, the exemplary common mounting assembly **70B**  
10   therein also includes common connectors **74B**, both for connecting the fender body **14B** with the common bracket **72B** and for connecting the common bracket **72B** to the vehicle **10** at the low mounting location **16B**. Thus, in the low position the fender body **14B** is engaged with the vehicle **10** using the common connectors **74B**.

Similarly, the same common mounting assembly **70B** shown in Figure  
15   15 also includes the same common connectors **74B**, both for connecting the fender body **14B** with the common bracket **72B** and for connecting the common bracket **72B** to the vehicle **10** at the high mounting location **24B**. Thus, in the high position the fender body **14B** is engaged with the vehicle **10** using the same common connectors **74B** as in the low position.

20           In the arrangement shown in Figure 8, one or both of the fender bodies **14A**, **14B** can be moved from the low position to the high position as follows. The fender bodies **14A**, **14B** are disengaged from the low mounting locations **16A**, **16B** by removing the common mounting assemblies **70A**, **70B** from both the fender bodies **14A**, **14B** and the low mounting locations **16A**, **16B**. The fender bodies **14A**, **14B** are  
25   then engaged with the high mounting locations **24A**, **24B** using the same common mounting assemblies **70A**, **70B**.

More specifically, as may be understood by a comparison of Figures 14 and 15, fender body **14B** can be moved from its low position to its high position by disengaging the common connectors **74B**, moving the common bracket **72** from the low  
30   position **16B** to the high position **24B**, and engaging the common connectors **74B**.

Likewise, a fender body **14B** similarly may be replaced or installed, as desired.

As noted previously, in another embodiment in accordance with the principles of the present invention, each fender **13A**, **13B** may use a low mounting assembly **30A**, **30B** for engaging the fender bodies **14A**, **14B** with the vehicle **10** in the low position, and a different high mounting assembly **50A**, **50B** for engaging the fender bodies **14A**, **14B** with the vehicle **10** in the high position. However, it is not necessary for the low and high mounting assemblies **30A**, **30B** and **50A**, **50B** to be completely unique. That is, some elements may be common to both the low mounting assemblies **30A**, **30B** and the high mounting assemblies **50A**, **50B**.

Figure 9 shows a cross-section of a vehicle **10**, taken across the front portion of the vehicle **10** so as to show the front fenders **13A** and **13B** and their fender bodies **14A** and **14B**. As may be seen, the vehicle **10** includes low mounting locations **16A** and **16B** and high mounting locations **24A** and **24B** at which the fender bodies **14A** and **14B** may engage the vehicle **10**. For comparison purposes, the vehicle **10** of Figure 9 is shown with fender bodies **14A**, **14B** located in both the low and the high positions.

As in Figures 6 and 7, in Figure 9 a low mounting assembly **30A**, **30B** is used to engage each of the fender bodies **14A**, **14B** with the vehicle **10** in the low position. Likewise, a high mounting assembly **50A**, **50B** is used to engage each of the fender bodies **14A**, **14B** with the vehicle **10** in the high position.

However, in Figures 16 and 17, it may be seen that although the low mounting assembly **30B** is not entirely different from the high mounting assembly **50B**.

Figure 16 shows greater detail regarding the engagement of the fender bodies **14A**, **14B** with the vehicle **10** in their low positions as illustrated in Figure 9. As shown, the low mounting assembly **30B** includes a common bracket **72B** disposed between the fender body **14B** and the low mounting location **16B**.

As seen in Figure 17, which shows greater detail regarding the engagement of the fender bodies **14A**, **14B** with the vehicle **10** in their high positions as illustrated in Figure 9, the high mounting assembly **50B** includes the same common bracket **72B** that is used in the low mounting assembly **30B**. As in the low mounting

assembly 30, in the high mounting assembly 50B the common bracket 72B is disposed between the fender body 14B and the high mounting location 24B.

Thus, in both the low position and the high position the fender body 14B is engaged with the vehicle 10 via the common bracket 72B, even though the low  
5 mounting assembly 30B as a whole is not identical to the high mounting assembly 50B.

For example, returning to Figure 16, the exemplary low mounting assembly 30B therein also includes low connectors 34B for connecting the fender body 14B with the common bracket 72B and for connecting the common bracket 72B to the vehicle 10 at the low mounting location 16B. Thus, in the low position the fender body  
10 14B is engaged with the vehicle 10 using the low connectors 34B.

Similarly, the high mounting assembly 50B shown in Figure 17 includes the high connectors 54B for connecting the fender body 14B with the common bracket 72B and for connecting the common bracket 72B to the vehicle 10 at the high mounting location 24B. Thus, in the high position the fender body 14B is engaged with the  
15 vehicle 10 using the high connectors 54B.

As may be seen, even when a common bracket 72B is used, other elements of the mounting assemblies may be different, such as the low connectors 34B and high connectors 54B.

In the arrangement shown in Figure 9, one or both of the fender bodies  
20 14A, 14B can be moved from the low position to the high position as follows. The fender bodies 14A, 14B are disengaged from the low mounting locations 16A, 16B by removing the common mounting assemblies 70A, 70B from both the fender bodies 14A, 14B and the low mounting locations 16A, 16B. The fender bodies 14A, 14B are then engaged with the high mounting locations 24A, 24B using the same common  
25 mounting assemblies 70A, 70B.

More specifically, as may be understood by a comparison of Figures 16 and 17, fender body 14B can be moved from its low position to its high position by disengaging the low connectors 34B, moving the common bracket 72B from the low position 16B to the high position 24B, and engaging the high connectors 54B.

Likewise, a fender body **14B** similarly may be replaced or installed, as desired.

In addition, it is noted that elements other than a bracket may be common to the low and high mounting assemblies **30A**, **30B** and **50A**, **50B**. For example, another embodiment in accordance with the principles of the present invention is shown in Figure 10, wherein low mounting assemblies **30A**, **30B** are used for engaging the fender bodies **14A**, **14B** with the vehicle **10** in the low position, and different high mounting assemblies **50A**, **50B** are used for engaging the fender bodies **14A**, **14B** with the vehicle **10** in the high position.

As with the embodiment shown in Figure 9, the low and high mounting assemblies **30A**, **30B** and **50A**, **50B** in Figure 10 are not completely unique. However, as may be seen from Figures 18 and 19, the low and high mounting assemblies **30B** and **50B** do not share a common bracket.

Figure 18 shows greater detail regarding the engagement of the fender bodies **14A**, **14B** with the vehicle **10** in their low positions as illustrated in Figure 10. As shown, the low mounting assembly **30B** includes a low bracket **32B** disposed between the fender body **14B** and the low mounting location **16B**.

As seen in Figure 19, which shows greater detail regarding the engagement of the fender bodies **14A**, **14B** with the vehicle **10** in their high positions as illustrated in Figure 10, the high mounting assembly **50B** includes a high bracket **52B** that is different from the low bracket **32B** used in the low mounting assembly **30B**. As shown, in the high mounting assembly **50B** the high bracket **52B** is disposed between the fender body **14B** and the high mounting location **24B**.

However, returning to Figure 18, the exemplary low mounting assembly **30B** therein also includes common connectors **74B** for connecting the fender body **14B** with the low bracket **32B** and for connecting the low bracket **32B** to the vehicle **10** at the low mounting location **16B**. Thus, in the low position the fender body **14B** is engaged with the vehicle **10** using common connectors **74B**.

Similarly, the high mounting assembly **50B** shown in Figure 19 includes the common connectors **74B** for connecting the fender body **14B** with the high bracket

**52B** and for connecting the high bracket **52B** to the vehicle **10** at the high mounting location **24B**. Thus, in the high position the fender body **14B** is engaged with the vehicle **10** using the same common connectors **74B** used in the low mounting assembly **30B**.

5                   As may be seen, even when a different brackets are used, other elements of the mounting assemblies may be common, such as the common connectors **74B**.

                  In the arrangement shown in Figure 10, one or both of the fender bodies **14A, 14B** can be moved from the low position to the high position as follows. The fender bodies **14A, 14B** are disengaged from the low mounting locations **16A, 16B** by  
10   removing the common mounting assemblies **70A, 70B** from both the fender bodies **14A, 14B** and the low mounting locations **16A, 16B**. The fender bodies **14A, 14B** are then engaged with the high mounting locations **24A, 24B** using the same common mounting assemblies **70A, 70B**.

                  More specifically, as may be understood by a comparison of Figures 18  
15   and 19, fender body **14B** can be moved from its low position to its high position by disengaging the common connectors **74B**, disengaging the low bracket **32B** from the low position **16B**, engaging the high bracket **52B** with the high position **24B**, and engaging the common connectors **74B**.

                  Likewise, a fender body **14B** similarly may be replaced or installed, as  
20   desired.

                  In addition, as noted previously, in another embodiment in accordance with the principles of the present invention, each fender **13A, 13B** simultaneously may include a low mounting assembly **30A, 30B** for engaging the fender bodies **14A, 14B** with the vehicle **10** in the low position, and a different high mounting assembly **50A, 50B** for engaging the fender bodies **14A, 14B** with the vehicle **10** in the high position.  
25   Thus, each of the fender bodies **14A, 14B** may be engaged simultaneously with two complete mounting assemblies **30A, 30B** and **50A, 50B**.

                  Figure 11 shows a cross-section of a vehicle **10**, taken across the front portion of the vehicle **10** so as to show the front fenders **13A** and **13B** and their fender  
30   bodies **14A** and **14B**. As may be seen, the vehicle **10** includes low mounting locations

**16A and 16B** and high mounting locations **24A** and **24B** at which the fender bodies **14A** and **14B** may engage the vehicle **10**. For comparison purposes, the vehicle **10** of Figure 11 is shown with fender bodies **14A, 14B** located in both the low and the high positions.

Each fender body **14A, 14B** is engaged with a low mounting assembly  
5 **30A, 30B** used to engage the fender bodies **14A, 14B** with the vehicle **10** in the low position. Likewise, each fender body **14A, 14B** is engaged with a high mounting assembly **50A, 50B** used to engage the fender bodies **14A, 14B** with the vehicle **10** in the high position.

This is similar to the arrangement shown in Figures 6 and 7, except that  
10 whereas in that embodiment the low and high mounting assemblies **30A, 30B** and **50A, 50B** are used singularly, with the unneeded mounting assembly being removed. By contrast, in the embodiment of Figure 11, both the low and high mounting assemblies **30A, 30B** and **50A, 50B** are present regardless of whether the fender bodies **14A, 14B** are in the low or high position.

15 Figures 20 and 21 show greater detail regarding the engagement of the fender bodies **14A, 14B** with the vehicle **10** in their low and high positions as illustrated in Figure 11.

As shown, the fender body **14B** has the low mounting assembly **30B** and the high mounting assembly **50B** engaged therewith. The low mounting assembly **30B**  
20 includes a low bracket **32B**, which in the low position is disposed between the fender body **14B** and the low mounting location **16B**. The high mounting assembly **50B** likewise includes a high bracket **52B**, which in the high position is disposed between the fender body **14B** and the high mounting location **24B**.

In addition, the low mounting assembly **30B** includes low connectors  
25 **34B** for connecting the fender body **14B** with the low bracket **32B** and for connecting the low bracket **32B** to the vehicle **10** at the low mounting location **16B**, when the fender body **14B** is in the low position. Similarly, the high mounting assembly **50B** includes high connectors **54B** for connecting the fender body **14B** with the high bracket **52B** and for connecting the high bracket **52B** to the vehicle **10** at the high mounting  
30 location **24B**, when the fender body **14B** is in the high mounting location.

In the arrangement shown in Figure 11, one or both of the fender bodies **14A, 14B** can be moved from the low position to the high position as follows. The fender bodies **14A, 14B** are disengaged from the low mounting locations **16A, 16B** by removing the low mounting assemblies **30A, 30B** from the low mounting locations  
5 **16A, 16B**. The fender bodies **14A, 14B** are then engaged with the high mounting locations **24A, 24B** using the high mounting assemblies **50A, 50B**.

More specifically, as may be understood by a comparison of Figures 20 and 21, fender body **14B** can be moved from its low position to its high position by disengaging at least some of the low connectors **34B**, disengaging the low bracket **32B**  
10 from the low position **16B**, engaging the high bracket **54B** in the high position **24B**, and engaging the high connectors **54B**.

Likewise, a fender body **14B** similarly may be replaced or installed, as desired.

It is emphasized that the mounting assemblies described above are  
15 exemplary only. Other arrangements may be equally suitable. For example, for some embodiments it may be advantageous to dispense with the brackets altogether, engaging the fender bodies **14A, 14B** directly with the vehicle. Similarly, some embodiments may not include separate connectors such as the nuts and bolts illustrated, instead using shape-locking elements or other arrangements to engage the fender bodies **14A, 14B**.

20 In addition, although in the arrangements illustrated and described previously the fender bodies **14A, 14B** are moved from the low to the high position by moving their point of engagement with the vehicle **10** from a low mounting location **16A, 16B** to a high mounting location **24A, 24B**, this is exemplary only. As may be seen from a comparison of Figures 22 and 23, the fender bodies **14A, 14B** may be  
25 disposed in either of the low and high positions while being engaged at a common mounting location **25A, 25B** for both positions. Figure 22 shows low mounting assemblies **30A, 30B** engaging the fender bodies **14A, 14B** with the vehicle at the common mounting location **25A, 25B** to dispose the fender bodies **14A, 14B** in their low position. Similarly, Figure 23 shows high mounting assemblies **50A, 50B** engaging



the fender bodies **14A**, **14B** with the vehicle at the common mounting location **25A**, **25B** to dispose the fender bodies **14A**, **14B** in their high position.

Thus, as may be understood, the use of low and high mounting locations **16A**, **16B** and **24A**, **24B** is exemplary only.

5                   Furthermore, although as illustrated and described herein the low and high mounting locations **16A**, **16B** and **24A**, **24B** are disposed on the suspension **20** and frame **12** respectively of the vehicle **10**, this is exemplary only. In embodiments having low and high mounting locations **16A**, **16B** and **24A**, **24B**, the low and high mounting locations **16A**, **16B** and **24A**, **24B** may be disposed elsewhere on the vehicle **10**.  
10   Likewise, for embodiments having common mounting locations **25A**, **25B**, the common mounting locations **25A**, **25B** may be disposed elsewhere on the vehicle **10** than on the suspension **20** as is illustrated in Figures 22 and 23.

                  As previously noted, the engagement of the fender bodies **14A**, **14B**, **28A**, and **28B** with the vehicle **10** at one respective location does not exclude further  
15   engagement of the fender bodies **14A**, **14B**, **28A**, and **28B** at additional locations.

                  For example, as shown in Figure 24, fender bodies **14A** and **14B** are in the high position, engaged with the vehicle **10** at the high mounting locations **24A** and **24B** on the vehicle frame **12** via the high mounting assemblies **50A** and **50B** respectively. However, in addition, the fender bodies **14A** and **14B** are engaged with  
20   the vehicle **10** at locations **61A** and **61B** on the vehicle body **11** via the mounting assemblies **60A** and **60B** respectively.

                  For purposes of discussion herein, locations **61A** and **61B** are hereinafter referred to as body mounting locations **61A** and **61B**, and mounting assemblies **60A** and **60B** are referred to as body mounting assemblies **60A** and **60B**. However, it is  
25   emphasized that this is exemplary only; additional mounting locations are not limited only to mounting locations on the vehicle body **11**, likewise additional mounting assemblies are not limited only to those suitable for mounting to the vehicle body **11**.

                  As shown in Figure 24, the body mounting assemblies **60A** and **60B** are separate components, distinct from the high mounting assemblies **50A** and **50B**.  
30   However, this is exemplary only.

Figure 25 shows an alternative arrangement, wherein the high mounting assemblies **50A** and **50B** facilitate mounting both at the high mounting locations **24A**, **24B** and the body mounting locations **61A**, **61B**. Effectively, the high mounting assemblies **50A** and **50B** in Figure 25 incorporate body mounting assemblies **60A** and **60B** (not separately identified in Figure 25) therein.

Figures 28 and 29 show enlarged views of the fenders in Figures 24 and 25, respectively. The arrangements shown therein are to some degree similar to those in Figure 13, though this is exemplary only. However, similar components already described with regard to Figure 13 will not be described again in detail with regard to Figures 28 and 29.

As shown in Figure 28, the high mounting assembly **50B** includes a high bracket **52B** disposed between the fender body **14B** and the high mounting location **24B**, so that the fender body **14B** is engaged with the vehicle **10** via the high bracket **52B**. The high mounting assembly **50B** shown also includes high connectors **54B** for connecting the fender body **14B** with the high bracket **52B** and for connecting the high bracket **52B** to the vehicle **10** at the high mounting location **24B**, so that the fender body **14B** is engaged with the vehicle **10** using the high connectors **54B**.

In addition, the body mounting assembly **60B** in Figure 28 includes a body bracket **62B** disposed between the fender body **14B** and the body mounting location **61B**. Thus, the fender body **14B** is engaged with the vehicle **10** via the body bracket **62B**, as well as via the high bracket **52B**. The body mounting assembly **60B** shown also includes body connectors **64B** for connecting the body bracket **62B** to the vehicle **10** at the body mounting location **61B**, so that the fender body **14B** is engaged with the vehicle **10** using the body connectors **64B**.

As shown in Figure 28, one of the high connectors **54B** connects the fender body **14B** with both the high bracket **52B** and the body bracket **62B**. However, although such "sharing" of connectors is not prohibited, neither is it required. The high connectors **54B** may be dedicated exclusively to connection via the high bracket **52B**, and the body connectors **64B** may likewise be dedicated exclusively to connection via the body bracket **62B**.

In addition, as with connectors **34B**, **54B**, connectors **64B** may be quick release connectors. Connectors **64B** may be sacrificial break-away connectors, such that some portion of the connectors **64B** bends or breaks more readily than the fender body **14A**, **14B** and/or the remainder of the body mounting assembly **60A**, **60B**.

5                   Also as shown in Figure 28, the vehicle **10** may include structures thereon for facilitating the engagement of the fender body **14B** therewith via the body mounting assembly **60B**. As illustrated, a body support **66B** is provided in the form of a hole drilled into the body **11** at the body mounting location **61B** for receiving a body connector **64B** therein. However, such an arrangement is exemplary only. Other  
10                   supports may be equally suitable, including but not limited to pins extending from the vehicle, reinforced areas on the vehicle, etc. In particular, supports that do not require holes in the vehicle **10** may be suitable for some embodiments. Furthermore, body supports **66B** may not be present at all in some embodiments.

                  Figure 29 also shows an arrangement wherein the high mounting  
15                   assembly **50B** includes a high bracket **52B** disposed between the fender body **14B** and the high mounting location **24B**, so that the fender body **14B** is engaged with the vehicle **10** via the high bracket **52B**. However, as shown the high mounting assembly **50B** also is disposed between the fender body **14B** and the body mounting location **61B**. Effectively, the high mounting assembly **50B** shown in Figure 29 incorporates into a  
20                   single structure the high mounting assembly **50B** and body mounting assembly **60B** shown in Figure 28.

                  As noted previously, for some embodiments both the low mounting assemblies **30A**, **30B** and the high mounting assemblies **50A**, **50B** may remain engaged with the fender body **14B**, even when they are not being used to engage the fender body  
25                   **14** with the vehicle **10**. As shown in Figures 26 and 27, this is equally true with regard to the body mounting assemblies **60A**, **60B**.

                  Figures 26 and 27 show fender bodies **14A**, **14B** in the low position. Even though the high mounting assemblies **50A**, **50B** and the body mounting assemblies **60A**, **60B** are not used to engage the fender bodies **14A**, **14B** with the  
30                   vehicle in that position, they may remain present as shown. Figure 26 shows high

mounting assemblies **50A, 50B** and body mounting assemblies **60A, 60B** that are separate, as in Figure 24, and Figure 27 shows high mounting assemblies **50A, 50B** that also serve as body mounting assemblies (not separately numbered therein). as in Figure 25.

5                   With regard to their use, and depending on the particular embodiment, the body mounting assemblies **60A, 60B** may also have to be installed, removed, and/or replaced as the low mounting assemblies **30A, 30B** and the high mounting assemblies **50A, 50B**. Installation, removal, and replacement of fender bodies **14A, 14B** when body mounting assemblies **60A, 60B** are present is similar to those processes described  
10 above for arrangements where body mounting assemblies **60A, 60B** are not present, with the addition of similar manipulations of brackets, connectors, etc. associated with the body mounting assemblies **60A, 60B**.

                  The above specification, examples and data provide a complete description of the manufacture and use of the composition of the invention. Since many  
15 embodiments of the invention can be made without departing from the spirit and scope of the invention, the invention resides in the claims hereinafter appended.